

United Fruit Co. Will Give Ship Board a Battle

To Protect Our American Vessels Against Unfair Competition to Colombia, Asserts William Newsome

Lasker Policy Assailed

Government Called Heavy Loser on Tonnage It Has Allocated to Clyde Line

"The United Fruit Company must take steps to protect its American vessels against Shipping Board competition," William Newsome, vice-president of the company in charge of operations, said yesterday. This was his reply to the decision of the board not to withdraw its service, managed by the Clyde line, in trade between the United States and Colombian ports. He said that the company had not yet determined what action would be taken.

"The decision of the Shipping Board is contrary to the repeated statements of Chairman Lasker that the board would not compete with private American lines," he continued.

The answer of the Shipping Board to the protests of several steamship lines against its Clyde service was no surprise to officials of the companies, and it failed to meet their objections. Mr. Newsome said there would be "interesting developments in the next two or three weeks."

Other concerns which joined in the protest were the Oriental, the Caribbean and the Grace lines. Repling to the charge made by the board that the Oriental and the Caribbean operate chartered vessels under foreign flags, Mr. Newsome said that they bought ships from the board, but were unable to run them at a profit and had to take foreign tonnage to continue in business.

"We did not object to the contract which the board made with Di Giorgio at Jamaica," he added, "but we did oppose extension of its services to Colombia to diminish its losses on the Jamaican trade. The board entered into an agreement with Di Giorgio to carry his traffic for a year at a figure that was \$15 a ton, while the actual cost of operations is about \$15 to \$16 a ton. It is no wonder that on this basis Di Giorgio was willing to transfer his business from foreign to Shipping Board vessels. But why does the board insist on competing with our American-flag ships on the Colombian route?"

"We can prove that our four vessels can handle all the trade from Colombia. We have operated at a loss there since the war, and now two government organizations, the Panama Line and the U.S. Line, are taking traffic away from us."

"Mr. Love brings in all the West Indian ports as an excuse for continuing the service. We did not mention the other ports, but protested only against this particular service."

Mr. Newsome commented that one of the Shipping Board vessels which arrived in New York last week had waited from Tuesday to Saturday to pick up 300 boxes of coffee. The entire service, he added, is run at tremendous loss. This cost is declared, was paid by all the people of the country and the United Fruit Company, which has paid great sums in taxes to the government, actually was helping to pay the losses incurred by the government line in undermining its business.

The Shipping Board service, it was said, never would build up an American line on that route and there was little justification for the excuse that if the government ships were withdrawn part of the business would return to foreign ships.

Backed by U. S. Capital

Mr. Newsome said that the United Fruit Company was operating a number of small, speedy, light draft Norwegian vessels in various West Indian ports, but contended that the board did not have boats to compete with these ships and the company was unable to operate at a profit under the American flag. "It must be remembered," he added, "that it is American capital which is running these ships."

The United Fruit Company owns thirty-five ships. Of this number twenty-two are under the American flag, twelve under the British and one under the Norwegian flag. It charters twenty boats under various foreign flags. It has four passenger and freight steamers, oil burners, of about 5,000 tons each, on a weekly schedule between the United States and Colombia.

The Shipping Board announcement, prepared by W. J. Love, vice-president, stated that while there was competition with four American ships, its service in other directions was more important. Out of twenty-eight ports, Mr. Love said, the board had foreign competition only at twenty-five.

Fear of Aliens to Leave U. S. Cuts Liner Traffic

Third-class travel from the United States has been reduced one-third or more because of the fear of resident aliens that the United States immigration law would prevent them from returning, according to officials of steamship companies. It was learned yesterday that several lines were advertising the less prospective travelers that they would be permitted to come back if they wished.

Under the extension of the immigration law for two years, which was signed this week by President Harding, the arrival of aliens is limited to 3 per cent of the nationals of each country here in 1910. This does not apply, it was said, to those already in the United States who wish to make a short visit to their homelands.

Marine Reports

NOTE: The hours below are standard time.

THE TIDES

High water Low water
Sandys Hook 9:34 8:32
Governor's Island 9:49 10:08
Hell Gate 11:00 11:38
Winds at Sea To-day
East wind and west Gulf—gentle to moderate, variable winds and partly overcast. Caribbean Sea and West Indies—Partly cloudy east and southward; scattered clouds and east and southeast over south portion; partly overcast weather.

Sandy Hook to Hatteras—Moderately shifting winds, overcast weather and partly overcast weather.

Hatteras to Florida Straits—Moderately southwest to northwest winds and partly overcast weather.

Arrived Yesterday

Rosenberg (Danz.) Nauvitas May 5; 10:15 A.M. Arrived at 10:15 P.M. 16. Bremen, May 5, 10:15 A.M. Arrived at 10:15 P.M. 16. Bremen.

Caribbean Sea and West Indies—Partly cloudy east and southward; scattered clouds and east and southeast over south portion; partly overcast weather.

Sandy Hook to Hatteras—Moderately shifting winds, overcast weather and partly overcast weather.

Hatteras to Florida Straits—Moderately southwest to northwest winds and partly overcast weather.

Passenger Ships Due

Due To-day

Antonio Lopez (Br.), Cadiz April 30; to Santos Royal Mail line with mails; is expected to dock forenoon at Pier 8, E. R. (Old Slip).

Algonquin (Br.), Durango May 2; to Clyde 4:30 P.M. with mails; is expected to dock forenoon at Pier 34, Brooklyn.

Belanca (new). Hamburg May 2; to United American Lines with mails; is expected to dock forenoon at Pier 86, N. R. (West 4th st.).

America, Bremer May 3; to S Line with mails; is expected to dock forenoon at Pier 16, Hoboken.

Wuerttemberg (Ger.), Hamburg April 27; to United American Lines with mails; is expected to dock forenoon at Pier 86, N. R. (West 4th st.).

Yankee (new). Hamburg May 3; to United American Lines with mails; is expected to dock forenoon at Pier 86, N. R. (West 4th st.).

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